

E^{te} Pierre PSALTY
80, Avenue des Ternes, PARIS (17^e)

for
modern
motorcycling!



Royal Enfield

complete
weather
protection!



Royal
Enfield



A giant stride in the evolution of

Any current Royal Enfield machine can now be fitted with "Airflow" as original equipment. The superbly styled fairing, made from glass-fibre reinforced polyester resin, gives as near 100% weather protection as is possible on a two wheeled vehicle. The "normally seated" maximum speed of the machine is increased by 5%-8% when Airflow is fitted, with an improvement of 20% in petrol consumption. For the touring rider or the "road burner" the Airflow takes the sting out of bad weather riding, and permits higher average speeds in perfect comfort and with complete weather protection.



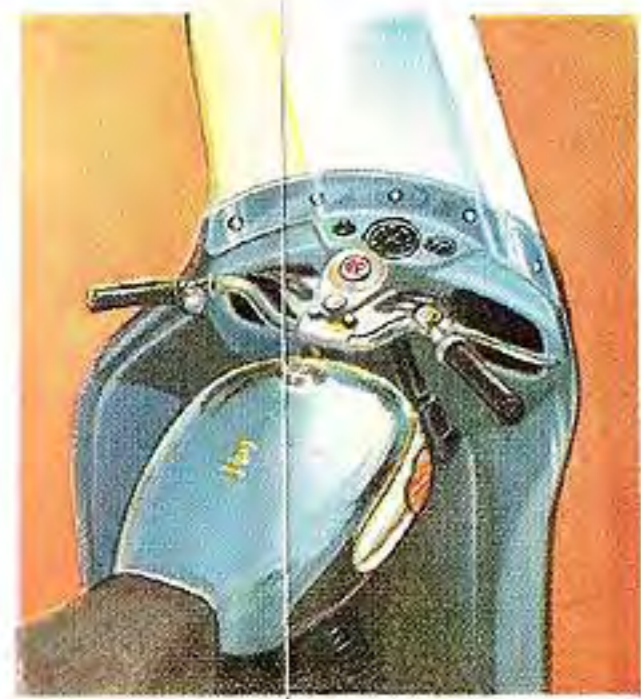


Airflow

brilliant
modern
styling!

← the NEW *Airflow* PRINCE

the evolution of the motorcycle!



Airflow models are available in the following finishes:

- | | |
|----------------------|---------------|
| 150 PRINCE | CHERRY RED |
| 250 CLIPPER | |
| CONSTELLATION | POLYCHROMATIC |
| SUPER METEOR | BURGUNDY |
| METEOR MINOR DE LUXE | OR |
| METEOR MINOR SPORTS | PEACOCK |
| 350 & 500 BULLET | BLUE |
| CRUSADER 250 | |
| CRUSADER SPORTS | |
| NEW 350 CLIPPER | MIST |
| | GREY |

Frame finished in BLACK in all models.



Royal Enfield



The new Casquette head fitted to nearly all models gives a new Bold smoothness of line to the front of a machine.

Special Royal Enfield Features

Most effective Cush drive incorporated in wheel of the four machines prolongs life of chains, bearings etc., at the same time giving traditional Royal Enfield smoothness of running.



Crusader 250

This economical De Luxe touring model is outstanding in the 250 class. Fitted as standard with totally enclosed mechanism its attractive finish and smooth riding make the Crusader 250 popular with all motorcyclists. Comprehensive equipment and petrol consumption figures of over 100 m.p.g. produce a most attractive machine.



Constellation

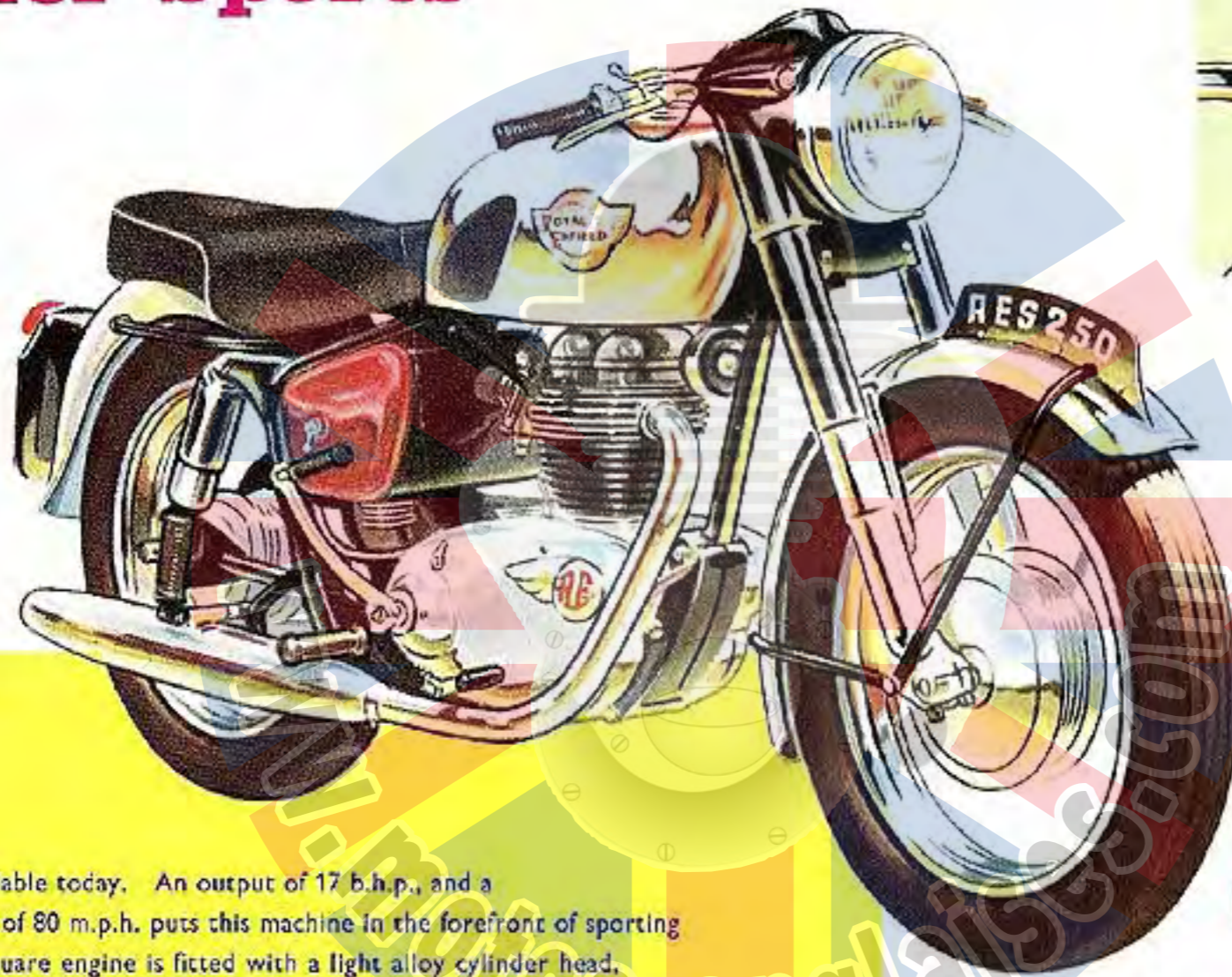


250 Clipper

The 250 Clipper, basically similar to the Crusader, has the same high



Crusader Sports



The most striking 250 available today. An output of 17 b.h.p., and a maximum speed of 80 m.p.h. puts this machine in the forefront of sporting motorcycles. The over-square engine is fitted with a light alloy cylinder head, large inlet valve, special two-rate valve springs, light alloy spring collars and push rods, special racing cams and high compression piston. The massive crankshaft carried on large diameter ball and roller bearings, and the short, very stiff, connecting rod form a sound foundation for the high revolutions and power output. A handsome tank and plated mudguards give the Crusader "Sports" an appearance that makes everyone stop and look.

Meteor Minor Sports



The new
fitted to
gives a
smoother
front of

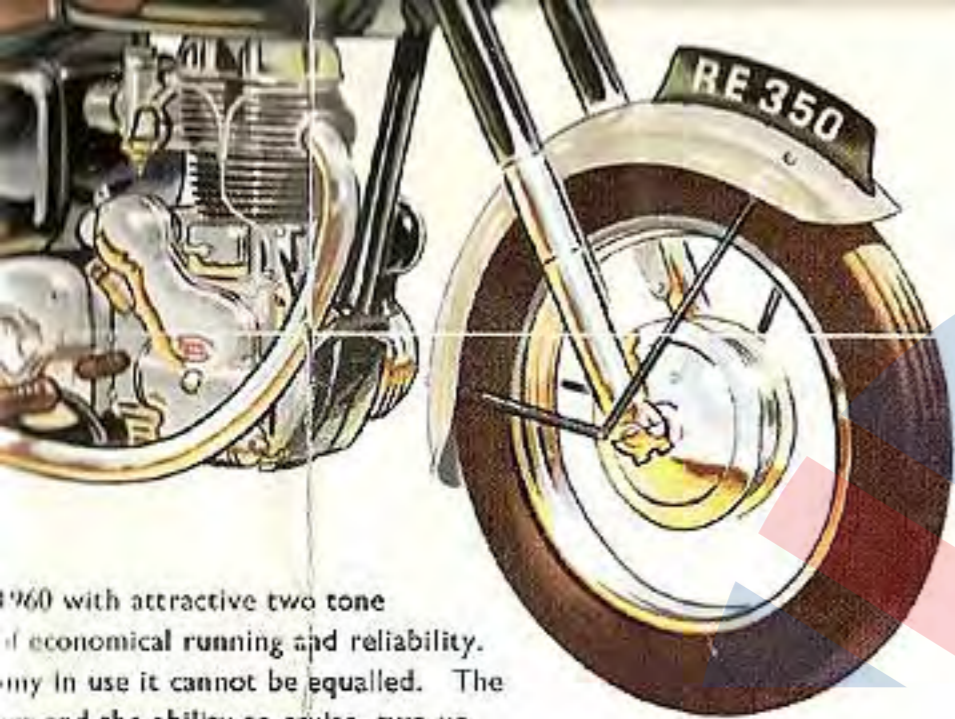
Special Royal Enfield

This most effective Cush Drive incorporated in the rear wheel of the four-stroke machines prolongs the life of chains, bearings and tyres, at the same time giving traditional Royal Enfield smoothness of running.



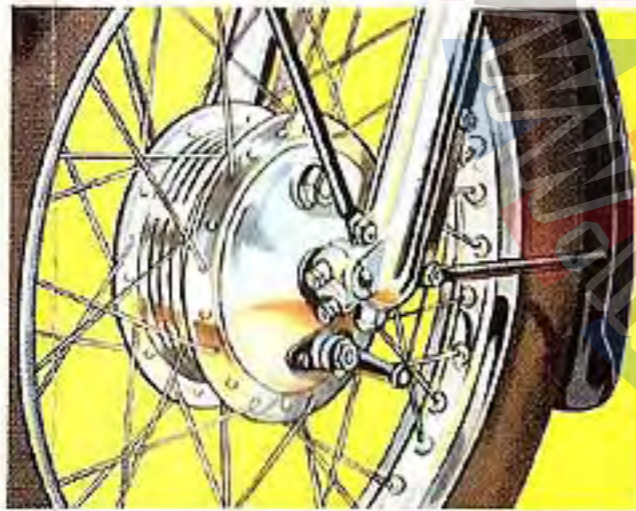
Constellation



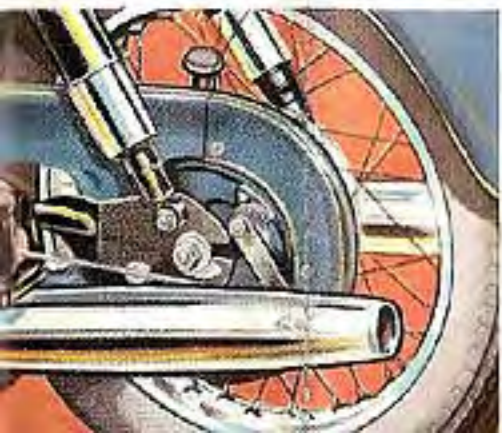


1960 with attractive two tone
of economical running and reliability.
In use it cannot be equalled. The
over and the ability to cruise, two up
60 m.p.h. indefinitely. 17-in. wheels and low
and stable riding under all conditions.

brakes fitted to
stabilization, Super
and 500 Bullet
ive smooth yet
stopping at any
ensure stability
ating from high
these days with
accent on road
efficient braking
feature of vital
importance.



Special Royal Enfield Features

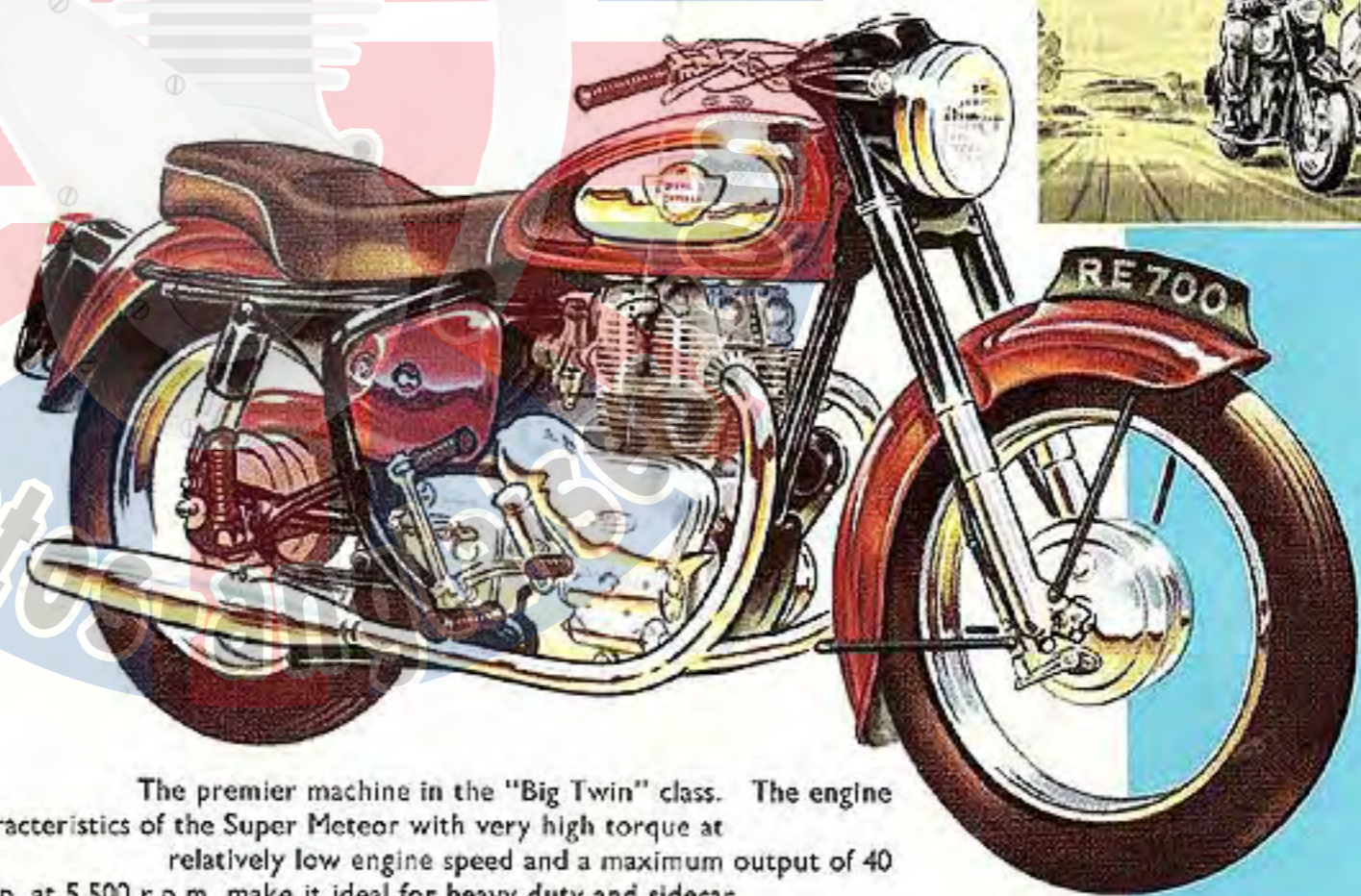


Full enclosure of the rear chain is standard on Crusader 250 and Meteor Minor machines and available as an extra on all other 4-stroke models. It greatly increases the life of the rear chain and adds to the cleanliness of the machine.

spring units. A deeply valanced rear mudguard and rear chain cover keep rider and passenger clean. With the striking new finish the Prince is a most attractive machine.



Super Meteor



The premier machine in the "Big Twin" class. The engine characteristics of the Super Meteor with very high torque at relatively low engine speed and a maximum output of 40 b.h.p. at 5,500 r.p.m. make it ideal for heavy duty and sidecar work. In solo form it has flashing acceleration up to a maximum speed, in the region of 100 m.p.h.

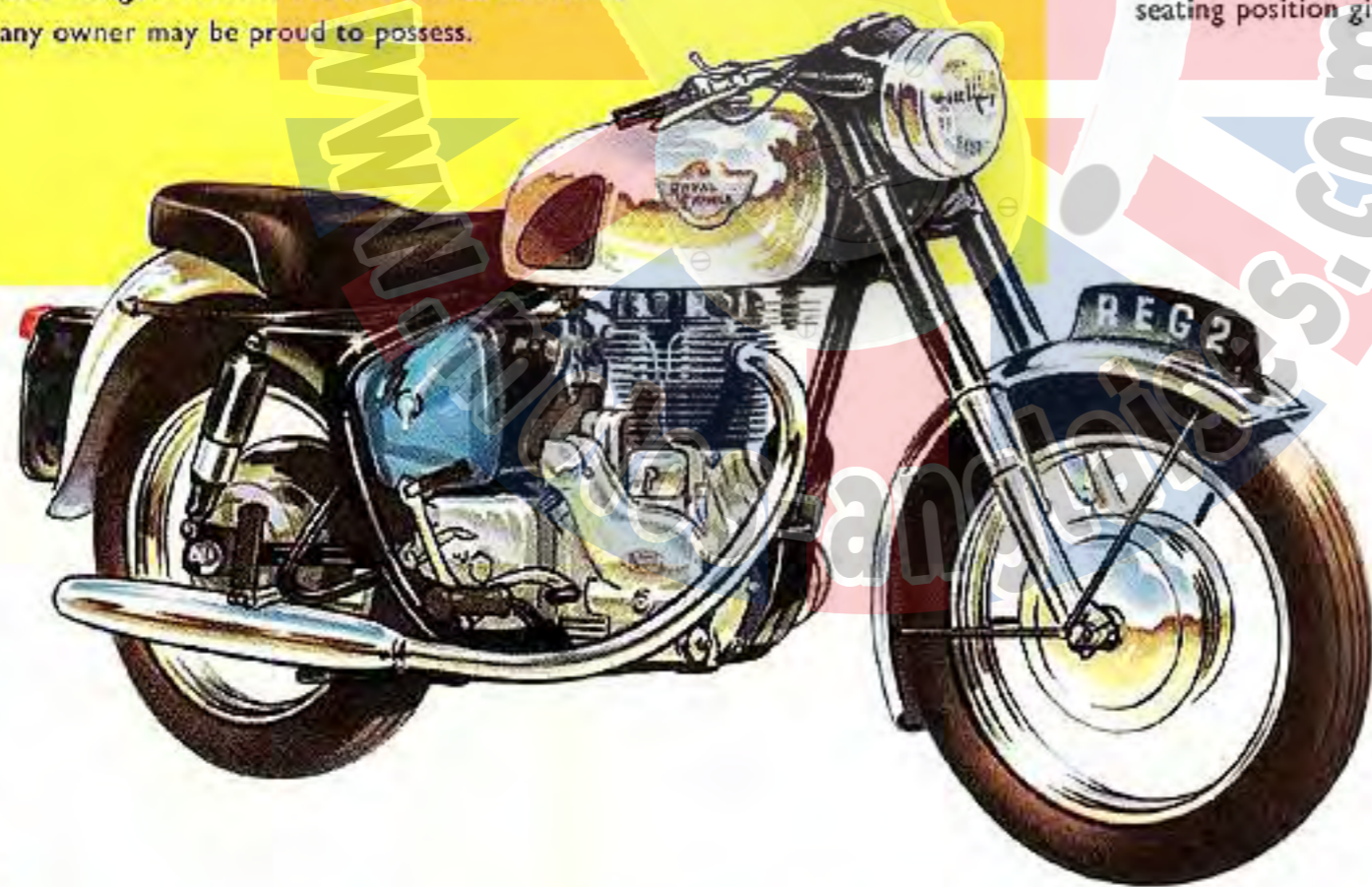
Royal Enfield

Meteor Minor De Luxe

This over-square engine 30 b.h.p. Twin with its very compact design, 17-in. wheels and low seating position has already established itself as a fast touring machine. Capable of speeds up to 95 m.p.h., the Meteor Minor De Luxe has fully enclosed rear chain, Q.D. rear wheel, stop light, air cleaner and prop stand fitted as standard.

These two well established models have high efficiency engines with sports cams, large bore carburettors and inlet ports, etc. The 500 c.c. model has the redesigned cylinder head with down-draught carburetter and larger inlet valve.

Large capacity chromium plated petrol tanks and chromium plated mudguards make the two Bullets handsome machines, which any owner may be proud to possess.



Bullet 350 & 500

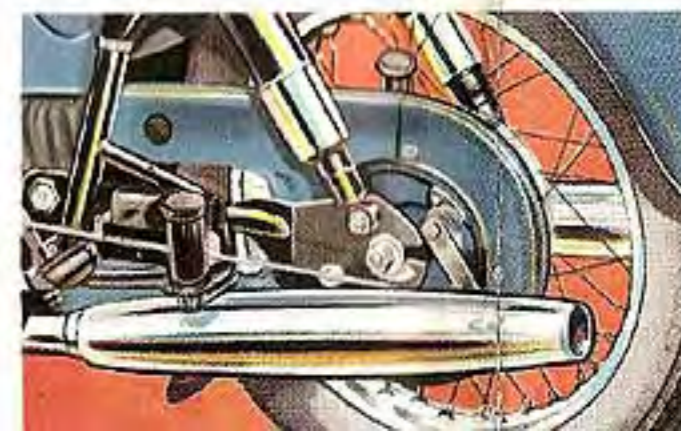


The New 350 Clipper, restyled for 1960 with attractive two tone finish continues the reputation of economical running and reliability. For value in initial cost and economy in use it cannot be equalled. The engine has ample power and the ability to cruise, two up if necessary, at 55-60 m.p.h. indefinitely. 17-in. wheels and low seating position give the rider safe and stable riding under all conditions.

Dual front brakes fitted to the Constellation, Super Meteor and 500 Bullet machines give smooth yet powerful stopping at any speed and ensure stability when decelerating from high speeds. In these days with the accent on road safety, efficient braking is a feature of vital importance.



Special Royal Enfield Fuel



Full
rear
on
Meteor
made
as an
4-st
great
life
and
clean
mach

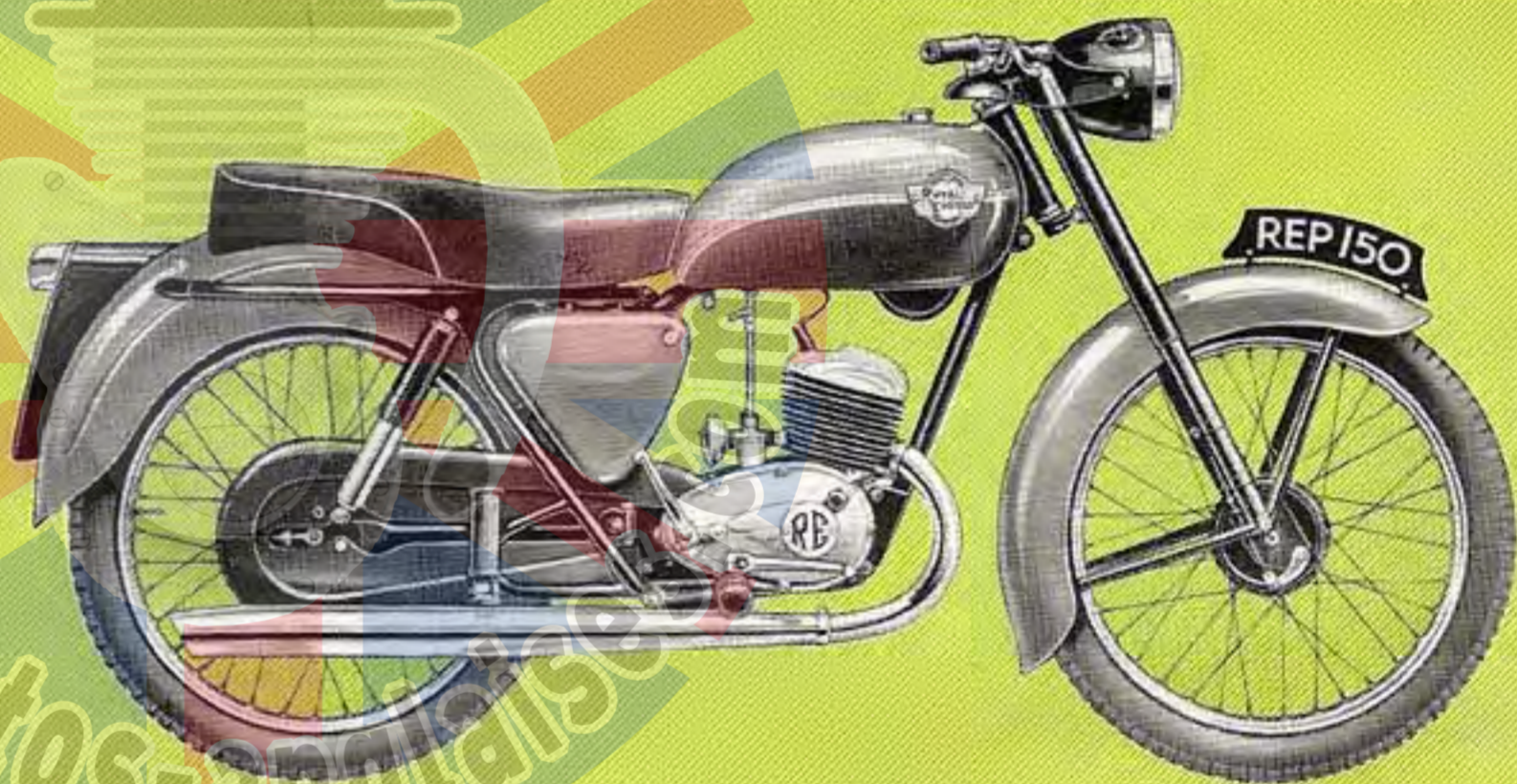
250 Clipper

The 250 Clipper, basically similar to the Crusader, has the same high standard of safety and stability which are the result of the low seating position and 17-in wheels. Exceptional economy in running and low initial cost make the 250 Clipper an outstanding utility machine.

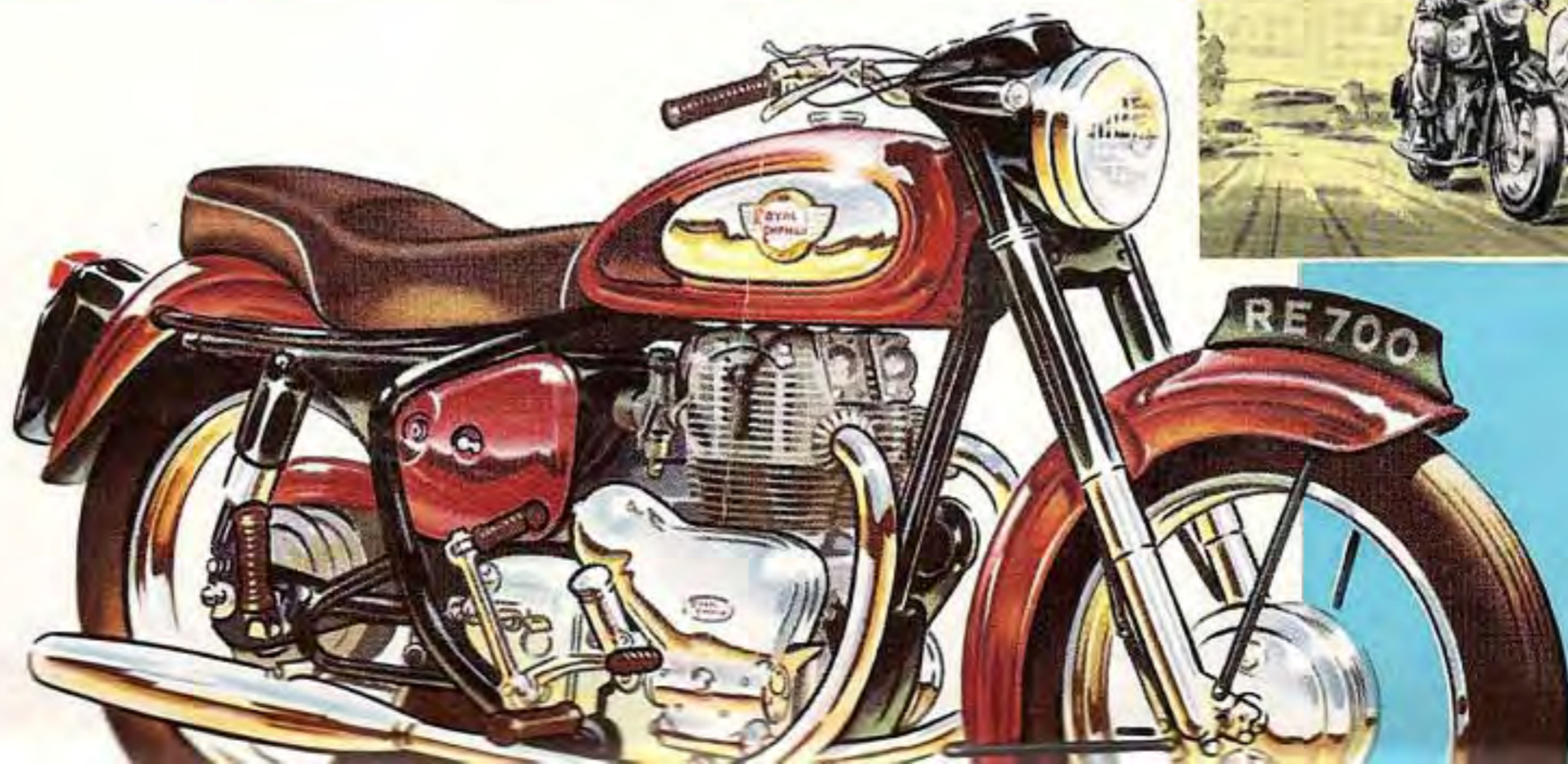


Prince

This popular lightweight has a frame incorporating swinging arm rear suspension, with hydraulically damped spring units. A deeply valanced rear mudguard and rear chain cover keep rider and passenger clean. With the striking new finish the Prince is a most attractive machine.



Super Meteor





A new model for 1960, the Meteor Minor Sports joins the ranks of the superb sporting machines introduced by Royal Enfield. New cam forms, special valves, valve springs, etc., give the over-square 500 c.c. engine an output of 33 b.h.p. at 6,500 r.p.m., providing a luxury sports machine capable of speeds in the region of 95-100 m.p.h.

Meteor Minor De Luxe

This over-square engine 30 b.h.p. Twin with its very compact design, 17-in. wheels and low seating position has already established itself as a fast touring machine. Capable of speeds up to 95 m.p.h., the Meteor Minor De Luxe has fully enclosed rear chain, Q.D. rear wheel, stop light, air cleaner and prop stand fitted as standard.

These two well established models have high efficiency engines with sports cams, large bore carburettors and inlet ports, etc. The 500 c.c. model has the redesigned cylinder head with down-draught carburetter and larger inlet valve.

Large capacity chromium plated petrol tanks and chromium plated mudguards make the two Bullets handsome machines, which any owner may be proud to possess.



Bullet 350 & 500

The NEW 350 Clipper

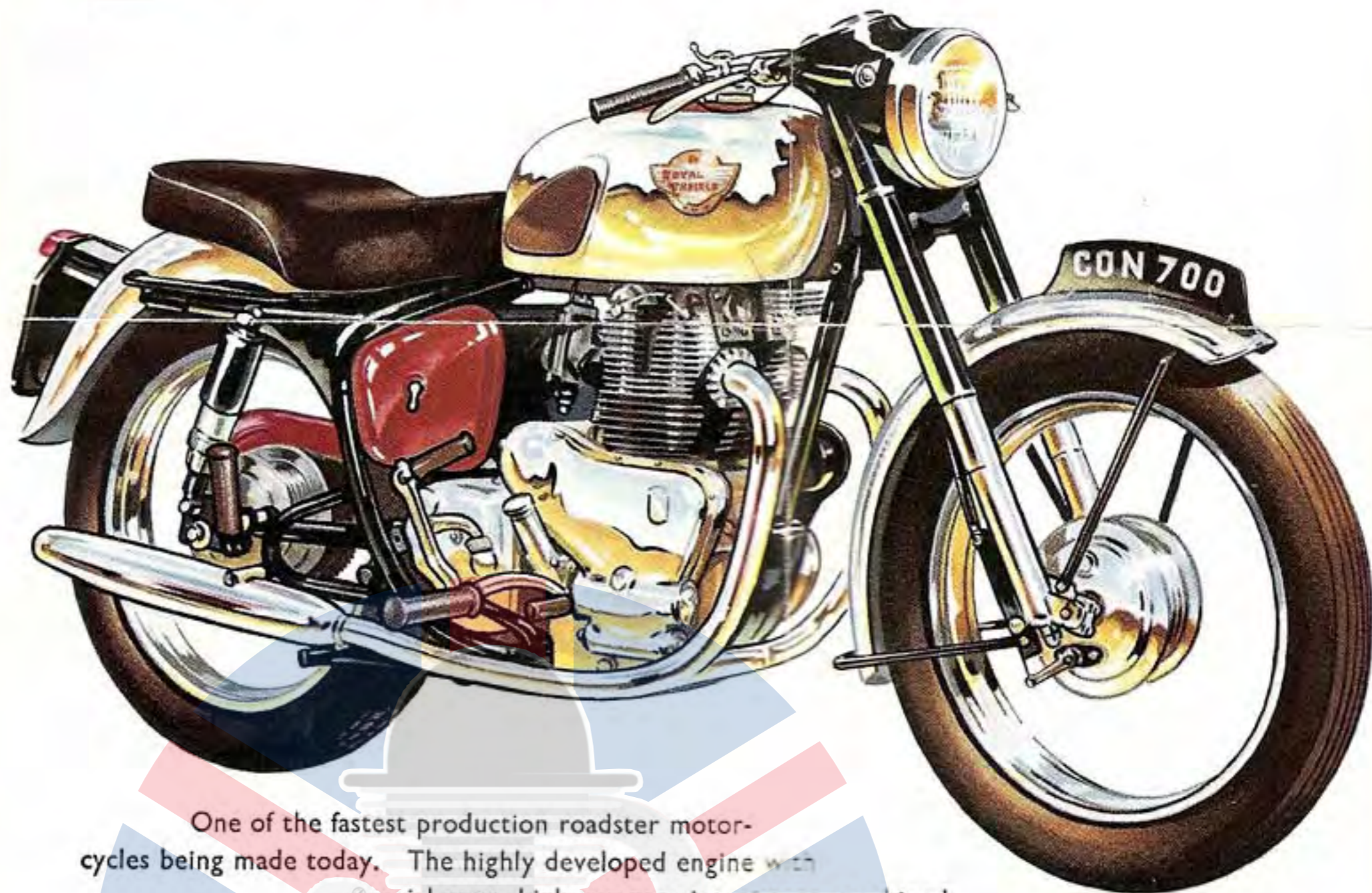
cycles being made today, speed of induction tracts, special speed of a will have twin carburettors at the lower modified and a new type of lighter pistons



The New 350 Clipper, restyle finish continues the reputation For value in initial cost and engine has any if necessary seating position give the ride

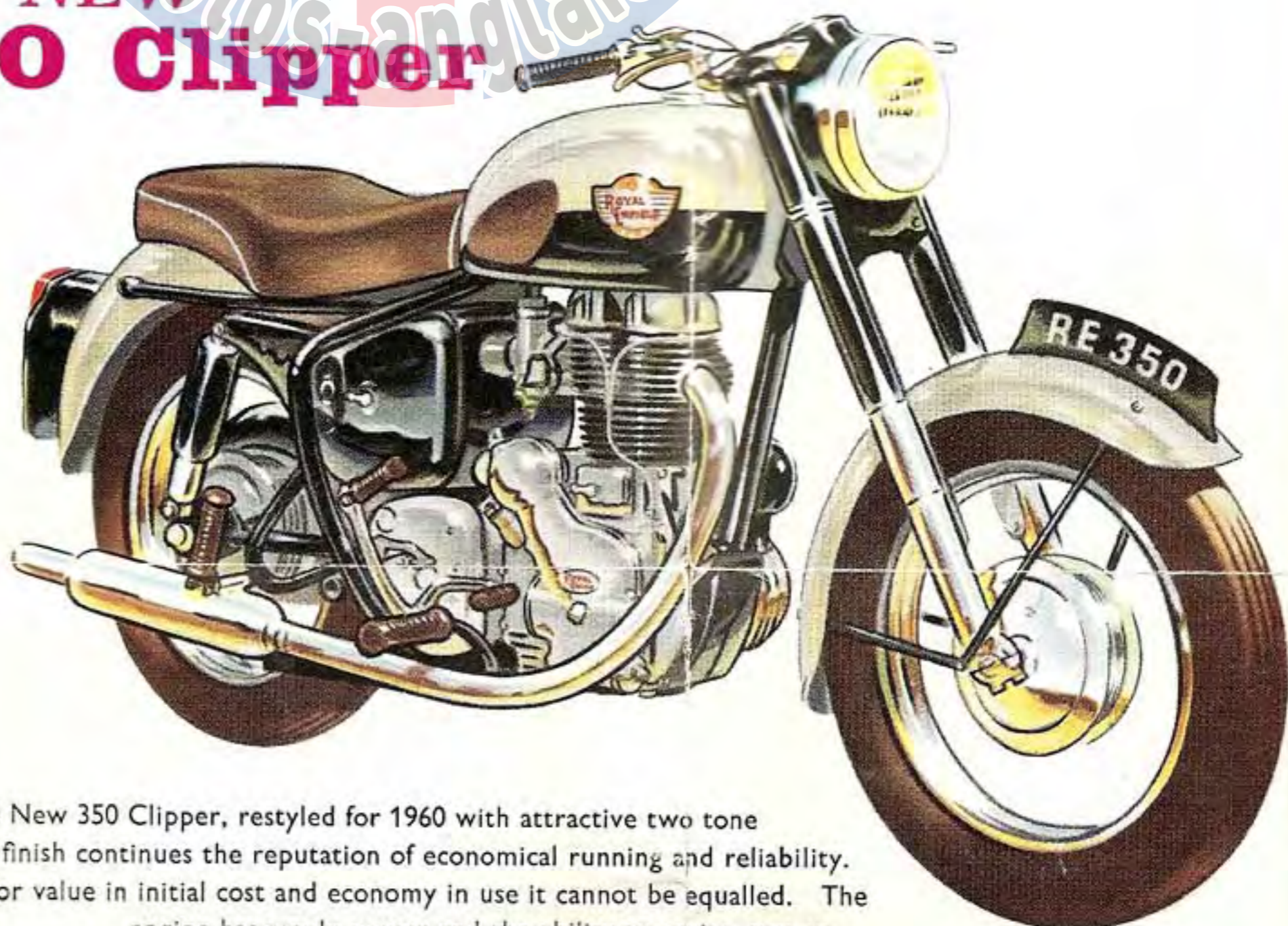
spe
induction tracts, special
speed of a
will have twin carburettors
at the lower
modified and a new type
of lighter pistons
spe
when
spe
sp
wher
spe
sp
wher
spe

Constellation



One of the fastest production roadster motorcycles being made today. The highly developed engine with special cams, high compression pistons, machined induction tracts, special valves, valve springs, etc., gives a maximum speed of approx. 115 m.p.h. For the 1960 season the Constellation will have twin carburettors which give improved power particularly at the lower end and middle of the speed range. The clutch has been modified and a new type engine head steady together with the fitting of lighter pistons has added to the smooth running of this powerful machine.

The NEW 350 Clipper



The New 350 Clipper, restyled for 1960 with attractive two tone finish continues the reputation of economical running and reliability. For value in initial cost and economy in use it cannot be equalled. The engine has ample power and the ability to cruise, two up if necessary, at 55-60 m.p.h. indefinitely. 17-in. wheels and low seating position give the rider safe and stable riding under all conditions.

orts

Luxe

TECHNICAL DATA

Engine type	...	...	...
Number of cylinders	...	...	...
Cylinder head	...	...	...
Cubic capacity (c.c.)	...	...	...
Bore and stroke (mm.)	...	...	...
Compression ratio	...	...	...
B.H.P. × R.P.M.	...	...	...
Carburetter	...	...	...
Lighting and charging set	...	...	...
Ignition	...	...	...
Primary drive chain	...	...	...
Final drive chain	...	...	...
Rear suspension	...	...	...
Front fork	...	...	...
Hubs :			
Front	...	...	...
Rear	...	...	...
Gear ratios (solo)	...	...	...
Tyre sizes :			
Front, Dunlop ribbed (ins.)	...	...	...
Rear, Dunlop studded (ins.)	...	...	...
M.P.H. per 1,000 r.p.m. in top gear	...	...	...
Approx. maximum speed (m.p.h.)	...	...	...
Approx. petrol consumption (m.p.g.)	...	...	...
Petrol tank capacity (gallons)	...	...	...
Oil tank capacity (pints)	...	...	...
Brake diameter and width :			
Front (ins.)	...	...	...
Rear (ins.)	...	...	...
Seat height approx. (ins.)	...	...	...
Wheelbase (ins.)	...	...	...
Overall width (ins.)	...	...	...
Ground clearance (ins.)	...	...	...
Weight (lbs.)	...	...	...

PRINCE

Two-stroke
1
Light alloy
148
56 × 60
6.5 to 1
7½ at 4,750
Amal
Miller A.C. Rectifier
A.C. Coil
⅜" pitch
½" pitch
Pivoted fork hydraulic damping
Telescopic automatic lubrication
Full width
Full width
6.95, 11.75, 20.35
2.75 × 19
2.75 × 19
10.35
55
120
3
—
5 × 1
5 × 1
28½
48
25½
6
200
Air cleaner

250 CLIPPER

Four-stroke
1 o.h.v.
Cast iron
248
70 × 64.5
7.5 to 1
13 at 5,750
Amal Monobloc
Lucas A.C. Rectifier
D.C. Coil
⅜" pitch
½" pitch
Pivoted fork hydraulic damping
Telescopic automatic lubrication
Light alloy full width
Standard
6.14, 8.29, 11.05, 18.0
3.25 × 17
3.25 × 17
11.3
70
100
3
3
6 × 1
6 × 1
29
52
25½
5½
300
—

CRUSADER 250

Four-stroke
1 o.h.v.
Light alloy*
248
70 × 64.5
8 to 1
13½ at 5,750
Amal Monobloc
Lucas A.C. Rectifier
D.C. Coil
⅜" pitch
½" pitch
Pivoted fork hydraulic damping
Telescopic automatic lubrication
Light alloy full width
Q.D.
6.14, 8.29, 11.05, 18.0
3.25 × 17
3.25 × 17
11.3
70
100
3
3
6 × 1
6 × 1
29
52
25½
5½
305
Stop light
Air cleaner

CRUSADER SPORTS

Four-stroke
1 o.h.v.
Light alloy
248
70 × 64.5
8.5 to 1
17 at 6,250
Amal Monobloc
Lucas A.C. Rectifier
D.C. Coil
⅜" pitch
½" pitch
Pivoted fork hydraulic damping
Telescopic automatic lubrication
Light alloy full width
Q.D.
6.14, 8.29, 11.05, 18.0
3.25 × 17
3.25 × 17
11.3
75-80
95
3¼
3
7 × 1½
6 × 1
29
52
26
5½
305
Stop light

350 CLIPPER

Four-stroke
1 o.h.v.
Light alloy
346
70 × 90
6.75 to 1
17 at 5,500
Amal Monobloc
Lucas A.C. Rectifier
D.C. Coil
⅜" duplex
⅝" pitch
Pivoted fork hydraulic damping
Telescopic automatic lubrication
Light alloy full width
Q.D.
5.15, 7.03, 9.5, 14.32
3.25 × 17
3.25 × 17
13.65
75
80-85
3¼
4
6 × 1
7 × 1
30
54
26
6
365
—

350 BULLET

Four-stroke
1 o.h.v.
Light alloy
346
70 × 90
7.75 to 1
21 at 6,500
Amal Monobloc
Lucas A.C. Rectifier
D.C. Coil
⅜" duplex
⅝" pitch
Pivoted fork hydraulic damping
Telescopic automatic lubrication
Light alloy full width
Q.D.
5.15, 7.03, 9.5, 14.32
3.25 × 17
3.25 × 17
13.65
80-85
80-85
3¼
4
7 × 1½
7 × 1
30
54
26
6
365
Stop light
Prop stand

500 BU

Four-stroke
1 o.h.v.
Light alloy
499
84 × 90
7.25 to 1
27 at 5,500
Amal Monobloc
Lucas A.C. Rectifier
D.C. Coil
⅜" duplex
⅝" pitch
Pivoted fork hydraulic damping
Telescopic automatic lubrication
Light alloy full width
Q.D.
4.91, 6.7, 9.4
3.25 × 17
3.25 × 17
15.5
90-95
70-75
4½
4
6 × 1½
7 × 1
31
54
26
6½
375
Stop light
Prop stand

All models are equipped with Electric Horn, Inflator, Toolkit, Speedometer and Centre Stand

*Cast iron on Crusader "Airflow."

	350 BULLET	500 BULLET	METEOR MINOR DE LUXE	METEOR MINOR SPORTS	SUPER METEOR	CONSTELLATION	COLOUR SCHEMES
	Four-stroke 1 o.h.v.	Four-stroke 1 o.h.v.	Four-stroke 2 o.h.v.	Four-stroke 2 o.h.v.	Four-stroke 2 o.h.v.	Four-stroke 2 o.h.v.	Two-colour finishes are available on the following models:—
	Light alloy 346	Light alloy 499	Light alloy 496	Light alloy 496	Light alloy 692	Light alloy 692	CONSTELLATION
	70×90	84×90	70×64.5	70×64.5	70×90	70×90	SUPER METEOR
	7.75 to 1	7.25 to 1	8 to 1	8 to 1	7.25 to 1	8 to 1	METEOR MINOR DE LUXE
	21 at 6,500	27 at 5,750	30 at 6,250	33 at 6,500	40 at 5,500	51 at 6,250	METEOR MINOR SPORTS
	Amal Monobloc	Amal Monobloc	Amal Monobloc	Amal Monobloc	Amal Monobloc	Two Amal Monoblocs	350 BULLET
	Lucas A.C. Rectifier	Lucas A.C. Rectifier	Lucas A.C. Rectifier	Lucas A.C. Rectifier	Lucas A.C. Rectifier	Lucas A.C. Rectifier	500 BULLET
	D.C. Coil	D.C. Coil	D.C. Coil	D.C. Coil	D.C. Coil	Magneto	CRUSADER 250
	$\frac{3}{8}$ " duplex	$\frac{3}{8}$ " duplex	$\frac{3}{8}$ " duplex	$\frac{3}{8}$ " duplex	$\frac{3}{8}$ " duplex	$\frac{3}{8}$ " duplex	CRUSADER SPORTS
	$\frac{5}{8}$ " pitch	$\frac{5}{8}$ " pitch	$\frac{5}{8}$ " pitch	$\frac{5}{8}$ " pitch	$\frac{5}{8}$ " pitch	$\frac{5}{8}$ " pitch	
	Pivoted fork	Pivoted fork	Pivoted fork	Pivoted fork	Pivoted fork	Pivoted fork	150 PRINCE
	hydraulic damping	hydraulic damping	hydraulic damping	hydraulic damping	hydraulic damping	hydraulic damping	250 CLIPPER
	Telescopic	Telescopic	Telescopic	Telescopic	Telescopic	Telescopic	
	hydraulic damping	hydraulic damping	hydraulic damping	hydraulic damping	hydraulic damping	hydraulic damping	350 CLIPPER
	Light alloy full width	Light alloy full width	Light alloy full width	Light alloy full width	Light alloy full width	Light alloy full width	
	Q.D.	Q.D.	Q.D.	Q.D.	Q.D.	Q.D.	
	5-15, 7-03, 9-5, 14-32	4-91, 6-7, 9-05, 13-65	4-67, 6-37, 8-6, 13-00	4-67, 6-37, 8-6, 13-00	4-44, 6-05, 8-19, 12-35	4-44, 6-05, 8-19, 12-35	
	3-25×17	3-25×19	3-25×17	3-25×17	3-25×19	3-25×19	
	3-25×17	3-25×19	3-50×17	3-50×17	3-50×19	3-50×19	
	13-65	15-5	15-2	15-2	17-5	17-5	
	80-85	90-95	90-95	95-100	100	110-115	
	80-85	70-75	70-75	70-75	55-60	50-55	
	3 $\frac{1}{4}$	4 $\frac{1}{4}$	3 $\frac{1}{4}$	3 $\frac{1}{4}$	4	4 $\frac{1}{4}$	
	4	4	4	4	4	4	
	7×1 $\frac{1}{2}$	6×1 dual	7×1 $\frac{1}{2}$	7×1 $\frac{1}{2}$	6×1 dual	6×1 dual	
	7×1	7×1	7×1	7×1	7×1	7×1	
	30	31	30	30	31	31	
	54	54	54	54	54	54	
	26	26	25 $\frac{1}{2}$	26	26	26	
	6	6 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	
	365	375	388	388	410	403	
	Stop light Prop stand	Stop light Prop stand	Stop light Prop stand Air cleaner	Stop light Prop stand	Stop light Prop stand Air cleaner	Stop light Prop stand	

BLACK/POLYCHROMATIC
BURGUNDY
or
BLACK/POLYCHROMATIC
PEACOCK BLUE

BLACK/
CHERRY RED

BLACK/
MIST GREY

Two-colour finishes are available on the following models:—

CONSTELLATION
SUPER METEOR
METEOR MINOR DE LUXE
METEOR MINOR SPORTS
350 BULLET
500 BULLET
CRUSADER 250
CRUSADER SPORTS

150 PRINCE
250 CLIPPER

350 CLIPPER

The petrol tank, mudguards, compact cover, chain covers or cases, are finished in the appropriate-coloured enamel.

Compact covers and chain covers are finished in the appropriate-coloured enamel on sports models fitted with chromium plated tank and mudguards.

For sidecar use on Super Meteor, Constellation, Meteor Minor De Luxe and 500 Bullet, suitable gear ratios are fitted and a front fork having reduced trail, stronger springs and a steering damper replaces the standard type.

A totally enclosed rear chain is standard on the Crusader 250 and Meteor Minor De Luxe. It is an optional extra on all other machines except the Prince.

Dimensions of panniers when fitted as an "extra," 14 $\frac{1}{2}$ "×10"×6".

G U A R A N T E E

TERMS & CONDITIONS OF SALE AND GUARANTEE

1. In this Guarantee the word "machine" refers to the new motor cycle, scooter, motor cycle combination or sidecar, as the case may be, purchased by the Purchaser.
2. In order to obtain the benefit of this Guarantee, the Purchaser must correctly complete the registration form and return it to us within fourteen days of the purchase.
3. We will supply, free of charge, a new part in exchange for, or, if we consider repair sufficient, will repair free of charge any part proved within six months of the date of purchase of any new machine, or within three months of its renewal or repair in the case of a part already renewed or repaired, to be defective by reason of our faulty workmanship or materials. We do not undertake to bear the cost of fitting such new or repaired part or accessory.
4. Any part considered to be defective must be sent to our Works, carriage paid, accompanied by the following information:—
 - (a) Name of Purchaser and his address.
 - (b) Date of purchase of machine.
 - (c) Name of dealer from whom the purchase was made.
 - (d) Engine and frame numbers of machine.
5. This Guarantee shall not extend to defects or damage appearing after misuse, neglect, abnormal stress or strain, or the incorporation or affixing of unsuitable attachments or parts and in particular:—
 - (a) Hiring out.
 - (b) Racing or competitions.
 - (c) Adaptation or alteration of any part or parts after leaving our Works.
 - (d) The attaching of a sidecar in a manner not approved by us or to an unsuitable motor cycle.

This Guarantee shall not extend to machines whose trade mark, name or manufacturing number has been altered or removed, or in which has been used any part not supplied or approved by us,

or to tyres, saddles, chains, speedometers, revolution counters, and electrical equipment or to parts supplied to the order of the Purchaser and different from our standard specification.

6. Our liability and that of our dealer who sells the machine shall be limited to that set out in paragraph 3 and no other claims, including claims for consequential damage or injury to person or property, shall be admissible.

All other conditions and warranties statutory or otherwise and whether express or implied are hereby excluded and no guarantee other than that expressly herein contained applies to the machine to which this Guarantee relates or any accessory or part thereof.

REPAIRS GUARANTEE

1. While the highest standard of workmanship and materials is aimed at, we cannot accept liability for any defects appearing more than three months after the machine, assembly or component, has left our Works after being repaired.
2. We will repair or replace, at our option, free of charge any defective work, materials or parts relating to the repairs carried out by us appearing within that time but shall not be under any further or other liability for any other loss or damage whether direct or consequential and our liability shall be limited to the cost of so making good.
3. We do not accept liability in respect of parts of proprietary manufacture; e.g., tyres, saddles, chains, speedometers, revolution counters and electrical equipment which may be used by us in effecting a repair. All other conditions and warranties statutory or otherwise, express or implied are hereby excluded.

NOTICE

We do not appoint Agents for the sale on our behalf of our Motor Cycles or other goods, but we assign to Motor Cycle Dealers areas in which we supply to such Dealers exclusively for re-sale in such areas. No such Dealer is authorised to transact any business, give any warranty, make any representations or incur any liability on our behalf.

Your dealer can help you in choosing the best Royal Enfield model for your purpose. Ask him also for details of the latest Royal Enfield Hire Purchase scheme.



The Enfield Cycle Co. Ltd.
Redditch
Worcestershire

England